

Message Text

LIMITED OFFICIAL USE

PAGE 01 MOSCOW 02054 121546Z

50

ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 SS-20 NSC-10 SAJ-01

DRC-01 L-03 H-03 PA-04 PRS-01 USIA-15 NIC-01 SAM-01

SPC-03 DOTE-00 /120 W

----- 003688

R 121427Z FEB 74

FM AMEMBASSY MOSCOW

TO SECSTATE WASHDC 6091

AMEMBASSY BELGRADE

AMEMBASSY BUCHAREST

AMEMBASSY BUDAPEST

AMEMBASSY PRAGUE

AMEMBASSY SOFIA

AMEMBASSY WARSAW

FAA BRUSSELS

LIMITED OFFICIAL USE MOSCOW 2054

E. O. 11652: N/A

TAGS: ETRN, UR

SUBJ: CIVAIR: INTRODUCING THE YAK-42

1. FEB 12 PRAVDA CARRIES ARTICLE BY NOTED AIRCRAFT DESIGNER ALEKSANDR YAKOVLEV ANNOUNCING CREATION OF SECOND YAK SERIES PASSENGER AIRCRAFT - THE YAK 42. ACCORDING TO YAKOVLEV, NEW MODEL WILL RESEMBLE YAK-40 IN APPEARANCE, WITH THREE JET ENGINES INCORPORATED INTO TAIL SECTION. INTERIOR SEATING CONFIGURATION WILL COMPRISE SIX PLACES ACROSS FUSELAGE, DIVIDED BY CENTER AISLE, WITH TOTAL CAPACITY OF 110-120 PASSENGERS. AS IN YAK-40, NEW PLANE WILL FEATURE BUILT-IN ACCESS STAIRWAYS FORE AND AFT. ALTHOUGH ARTICLE GIVES NO INDICATION AS TO DATE FOR INTRODUCTION OF YAK-42 INTO REGULAR SERVICE, RUSSIAN LANGUAGE TASS VESTNIK FOR FEB 11 INDICATES THAT AIRCRAFT EXPECTED TO MAKE ITS DEBUT WITH AEROFLOT IN 1976.

LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 MOSCOW 02054 121546Z

2. YAK-42, LIKE ITS PREDECESSOR, DESIGNED FOR USE IN AREAS OF USSR WHERE MAJOR AIRPORTS DO NOT EXIST. ARTICLE IMPLIES THAT YAK-42 ALSO DESIGNED WITH SHORT TAKE-OFF/LANDING CAPABILITY FROM UNPAVED RUNWAYS AND FOR OPERATION IN TEMPERATURE EXTREMES RANGING FROM PLUS 50 TO MINUS 50 DEGREES CENTIGRADE. YAKOVLEV STATES CREATION OF NEW AIRCRAFT NECESSITATED BY RAPIDLY-INCREASING LEVEL OF TRAVEL TO REMOTE REGIONS OF COUNTRY BY PEOPLE ENGAGED IN DEVELOPMENT OF OIL, GAS, AND MINERAL RESOURCES.

3. DISCUSSING QUALITIES OF YAK-42, YAKOVLEV LAYS HEAVY STRESS ON NECESSITY OF MAKING PLANE "ABSOLUTELY RELIABLE (AND) SAFE." FOCUS OF THIS EFFORT IS ON INSTRUMENTATION, WITH YAKOVLEV NOTING CRUCIAL ASPECT OF ON-BOARD PILOT AIDES IN ASSURING, PARTICULARLY, SAFE TAKE-OFFS AND LANDINGS UNDER "COMPLEX" CONDITIONS IN WHICH YAK-42 WILL BE OPERATING.

4. TOWARD END OF ARTICLE, YAKOVLEV ALLOWS HIMSELF DIGRESSION BY BRIEFLY DISCUSSING WESTERN AIRCRAFT INDUSTRIES, MENTIONING TENDENCIES FOR WESTERN EUROPEAN COUNTRIES TO COOPERATE IN DESIGNING NEW AIRCRAFT AS ANSWER TO "CONSTANTLY-GROWING US COMPETITION." HE FINDS US AIRCRAFT INDUSTRY HIGHLY DEVELOPED BUT WASTEFULLY DUPLICATIVE, WITH VARIOUS COMPANIES PRODUCING VIRTUALLY IDENTICAL AIRCRAFT DESIGNED FOR SAME PURPOSE (E.G., BOEING 707/DOUGLAS DC-8; DC-10/LOCKHEED TRISTAR). WITH STATE SOCIALIST CENTRALIZED PLANNING, HE NOTES SMUGLY, SUCH DUPLICATION IS IMPOSSIBLE, ALLOWING SOVIET AIRCRAFT INDUSTRY TO BE GOAL - RATHER THAN COMPETITION-ORIENTED.

5. COMMENT: IN ORDER TO ALMOST QUADRUPLE SEATING CAPACITY OF YAK-40 A NEW AIRCRAFT, COMPACTNESS OF EARLIER MODEL WILL OBVIOUSLY HAVE TO BE SACRIFICED. IF, MOREOVER, MAIN GOAL IN CREATING YAK-42 IS TO INCREASE PASSENGER CAPACITY WITHOUT SACRIFICING FLEXIBILITY OF YAK-42 IN SERVICING SMALL, UNIMPROVED AIRFIELDS, A NUMBER OF INTRIGUING QUESTIONS ARE RAISED. ONE, FOR EXAMPLE, IS PROBLEM OF DESIGNING ENGINES POWERFUL ENOUGH TO PROVIDE SHORT TAKE-OFF/LANDING CAPABILITY WHILE BEING SUFFICIENTLY EFFICIENT TO ASSURE MEDIUM FLIGHT RANGE (1000-2000 KM) WITHOUT REFUELING.

LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 03 MOSCOW 02054 121546Z

6. WE FURTHER NOTE THAT IN YAKOVLEV ARTICLE STILL ANOTHER AUTHORITATIVE VOICE RAISES QUESTION OF FLIGHT SAFETY, A SUBJECT OF JUSTIFIABLY INCREASING CONCERN TO SOVIET AVIATION AUTHORITIES.
DUBS

LIMITED OFFICIAL USE

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: PRESS COMMENTS, CONSTRUCTION, AEROSPACE INDUSTRY, PERSONAL OPINION, TRANSPORT AIRCRAFT, JET AIRCRAFT, SHORT TAKEOFF AIRCRAFT
Control Number: n/a
Copy: SINGLE
Draft Date: 12 FEB 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: golinofr
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974MOSCOW02054
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: n/a
From: MOSCOW
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t19740239/aaaabklw.tel
Line Count: 112
Locator: TEXT ON-LINE
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators:
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: golinofr
Review Comment: n/a
Review Content Flags:
Review Date: 28 MAR 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <28 MAR 2002 by elyme>; APPROVED <31 MAY 2002 by golinofr>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: INTRODUCING THE YAK-42
TAGS: ETRN, UR, US, XT, (YAKOVLEV, ALEKSANDR)
To: STATE
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005